

# TRIPLE-M REGISTER BULLETIN



**AUGUST 2003**





*The M-type display cars at Silverstone - 12/12 Replica (Colin Lambert), 1929 Standard car (Chris Callaghan), Jarvis bodied car (Editor) & Sportsman's Coupe (Geoff Mansfield)*

Photo: Editor



*M-types lined up at Silverstone, celebrating 75 years of the M-type*

Photo: Editor

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## BULLETIN

### August 2003

EDITORIAL – Phil Bayne-Powell  
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This time we look back on two great events that have taken place in the last months; the International Silverstone weekend, and the West Country weekend, so ably organised by Alan Grassam and Derek Richards, with valuable assistance from their wives, Pauline and Rosemary.

The M-type 75<sup>th</sup> Birthday display came together at the last minute, and all the five display cars duly arrived, even though the Le Mans car came on a trailer; but it was still very nice to see this car and have a good look at it. It can't be easy to drive, with a central accelerator, and a pressurised fuel tank, kept pumped up with a hand pump.

Geoff Mansfield's lovely Sportsman's Coupe was the car everyone was attracted to, as not many are about with the original bodywork. Most have had the body removed in the past, because of rot in the woodwork, and replaced by a standard two-seater body. This car had been meticulously restored by a Swiss airline pilot. Many people had known of the car in the past, when it was in Manchester. We reproduce the history of this car later on, as I feel it is a lovely story, worth a wider readership.

At one stage, there were 17 cars in the display area, which was a pretty good sight, and most of these went out for the Sunday morning parade laps. I was going to drive the Le Mans car, but it had fuel starvation problems, and so I could not savour a genuine Le Mans car on the track, and went in Chris Callaghan's very early car. This also had fuel starvation, due to a sticking float chamber needle, on its original bottom feed bowl.

I should like to thank all those who helped man the stand during the two days, and especially Malcolm Green who did an excellent job in producing the words and photographs for the display.

**Front cover:- Alistair Hacking's Le Mans M-type at the 75<sup>th</sup> birthday display at Silverstone.**

We brought our Jarvis M-type up on the Friday afternoon, only to run into a one-hour traffic jam on the Oxford by-pass. At first my daughter was OK in the car, but the heat got to it and vaporised the fuel, which brought it to a halt. I was in our Arnolt TD, (as it was wanted for the T-type display), and having pushed the Jarvis into a convenient lay-by, took the nearside bonnet panel off to help cool it, and tried to get it going again. This didn't work, so we hitched up the tow rope, (which I had fortunately put in), and towed it past the three-car pile up, all the time getting the cool air into the engine, so that when we pulled into the first lay-by after the incident, the car started straight away, and carried on without further problems to Silverstone.

The Saturday's Triple-M race was amalgamated with the T-types, and was a good race, although the faster cars still lapped the slower ones twice. (See report later In the Bulletin)

I managed to get away from the M-type display at about 3pm on the Sunday, to see if there was anything worth spending money on in the trade area. I did get a propshaft front UJ from Peter Hemmings for £10, which I thought was good value.

I met an amazing selection of people from all over the world, from Sweden, Belgium, Holland, Germany, Luxembourg, Switzerland, Canada, USA, Japan, New Zealand and Australia. It really goes to show that our madness for these cars is not just a British affliction!!

## John James

MMM & 'T' Spares

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Unfortunately the Register just missed winning the team prize in the California Cup, even after roping in Nick Rowlatt to double up on Colin Reynold's 12/12 M-type replica, following problems with the Bugbird's 12/12 replica, whilst it was being towed up to Silverstone on it's A-frame. However my son, Jeremy, driving his wife's modern Midget, was in the South East Centre's team, which won the Cup again, for the second year running. I shall need to persuade him to use a proper car next year!! Looking at the instructions for the test, I was pleased to see that there was very little reversing, and it relied mainly on accurately placing the car between cones in a fast forward direction, so perhaps we can get some more Triple-M teams to compete next year.

We have a few engraved tumblers left with the 75<sup>th</sup> birthday of the M-type engraved on them with the club badge; these are £5.50 for hand delivery only as they could get smashed in the post. If you cannot collect, I will do a full protection package on them for an extra £1 to cover postage as well. These are a limited run, so all you M-type owners ought to have one.

At the Silverstone prizegiving, I was very surprised to be awarded the Triple-F Trophy from Andrew Bradshaw, for the work on the Bulletin. This trophy is a broken crankshaft set into a solid brass base, which means its is very heavy, and I was kept holding it while Elizabeth Taylor was setting up a photograph of the event. I now have a longer arm on one side!!

The C-type didn't make it to Silverstone, as it had developed chronic clutch slip. This was due to gear oil from the ENV box pumping oil into the clutch via the six lubricating holes on the input shaft. I am told that the perceived wisdom is to blank off these holes, and use Copperease on the shaft instead. This has now been done and the box is now ready to go back in. The misfiring has been improved by fitting a 100 jet and RA needle, courtesy of Bob Hudson. The radiator is also off, to ease the job of replacing the vertical drive oil seal, which I think had dried out, and gone hard, while it was sitting in the car after its rebuild, waiting for the rest of the car to be finished. I seem to be constantly taking this car apart, after its full rebuild. I just keep telling myself it will be worth it when the problems are sorted!

# Kimber Classic Trial -April 26<sup>th</sup> 2003

By Alan Grassam

Run as the South West Centre's first ever event, the Kimber Classic trial is not only the sole classic trial run by the MG Car Club today, but also the only pre-war event that still runs. Responding to criticism that the event had become too rough for modern conditions, the organisers produced a truly "non-damaging" event. They were rewarded by a magnificent entry of 46 cars, dominated by 15 MMM's. Ian Williamson's Cream Cracker PB driven by his chum John Bayliss even competed in the first event.

The event moved to new start at The Royal Oak in Hardington Mandeville, where copious supplies of traditional trials fayre, bacon and sausage butties, were consumed before the first car, Peter Jones' 18/80, climbed out of the village up a new hill Eastfield. Nick Benger's PA was observed picking a careful line, perhaps disbelieving of Alan Grassam's non-damaging assertion. No such caution was observed by local man Derek Richards driving his pretty concours winning supercharged PA, in its first competitive event. He stormed up, wheels spinning, scattering mud and stones over his fellow villagers, who had turned out in force to watch.

Next was a special test, where fastest man was Bayliss in the PB, closely followed by rotund Comp. Sec. Michael Linward's J2, and Nigel Gibbons in his blown PA. Isle's Lane was climbed successfully by all, as was Short Cross. They say "Pride comes before a fall," and the truth of this was borne out on the next section, "Up Lyon." Set up a steep slope in a grassy field, it was sub-divided. Best climb was by Peter Warne in the ex-Ian Davison PA. Special Test 2 "Dan's Convolutions" caused a few problems, some (Colin Biles, J2, Ken Robinson, J2, Neil Skerratt, PB and Derek Richards, though the latter firmly blamed wife Rosemary) failing to follow the directions correctly. Bayliss was again fastest, but John Reid in his PA put up a good time. Last hill before lunch was Bottom's Up, which climbs steeply over a loose stony surface, before turning sharply left and right. Once again the whole field climbed "Non-stop", before retiring to our traditional lunch stop The Sparkford Inn.

The first hill after lunch, Hell's Ladder, caused no problems despite recent excavations by some badgers. Next came Honeycliffe that was used on the first Kimber. It climbs steeply and

fairly straight over a surface of compacted limestone. When wet this can be very slippery but today caused no problems. Likewise Batcombe, a gentle climb, which afforded magnificent views over the lush Somerset countryside. Incidentally the beautiful scenery of both Dorset and Somerset is one of the many attractions of this event.

The route then took competitors down into a valley and to Alham Splash. Over the years this has proved to be a Waterloo for many competitors. Or should that be a Trafalgar? Against the clock cars drive forward into a river, and along its bed for some 20 yards. A dry Spring meant that it was very shallow this year, but it still stopped Ken Robinson. Derek Richards, in the absence of any instructions from Rosemary, failed to stop astride the finish line. George Ward was fastest here, sending up an enormous bow wave. It should be recorded that no bits dropped off George's PA for the first time ever. But this was, of course, the new NON-damaging Kimber.

And so to the traditional final section, Burrige's Folly. Set in a steeply sloping field, Gerald had laid out a cunningly deceptive subdivided course, that twisted round trees and finished with a short very steep climb. Just to spice things up, there was a short sharp shower before the first car arrived. Graham Ash and Peter Hemmings, both J2's, made valiant attempts, but the best climb was by the overall winner, Tim Beckh driving a certain blown PA. Now, in the hands of its owner, this car has had a very indifferent and undistinguished career, breaking down more often than not. But today in the hands of the owner's nephew, it performed faultlessly. Congratulations, Tim, perhaps you should keep the car whose owner, in case you hadn't guessed, is Patrick Gardner.

A splendid informal dinner was held at the Swan hotel in Wells. On the Sunday we all repaired to Butleigh, and the home of Barry Foster and Hamish McNinch. The former had laid out some testing Gymkhana sections, while the latter had prepared and cooked a most sumptuous barbecue. Just for the record the Gymkhana was won by Ian McKay, driving Mike Linward's J2.

Why don't you enter next year? The event is truly non-damaging and provides a lot of fun with some mild competition. Put it in your diary now: Saturday, 24<sup>th</sup> April, 2004

# ARDS TT 75<sup>th</sup> ANNIVERSARY COMMEMORATION JUNE 2003

From Alan Grassam

"Nuvolari Wins TT in K3," "Dodson makes it two in a row in NE." Surely two of M.G.'s greatest successes, in two fabulous races that went all the way to the wire.

This year the Ulster Vintage Car Club, masterminded by Ireland's MMM rep. Mike Wilson, put on the motoring event of the year. Some 173 pre-war cars, including 15 MMM'ers, made the Pilgrimage to Ards, for a veritable feast of motoring nostalgia, not to mention the amazing legendary Irish hospitality! Notable cars were Dave Cooksey's C type, which competed (and crashed!) twice, Malcolm Newman's just restored Ashton-Rigby T.T. L Magna, with Colin Butchers as riding mechanic, Dave Raymond's historic Irish NA, the Iona Special, Pete Thelander's, and Urs Langen's NE's, John Adam's J4, and Mike Allison's Monte Carlo NA.

After 3 days of official receptions, dinners, barbecues, driving tests, climbs of Craigtlet and Croft, the cars assembled on the original start line on the Friday evening, and were unleashed for three thrilling laps of the T.T. course. Carol Cooper had to hold her J2 back to allow the Bentley, that had taken the first corner in the lead in 1928, to repeat this in 2003. Although the roads were not officially, closed the police waved us through red traffic lights, and other junctions at racing speeds. Speed limits were safely ignored by the cars, as I was flashed by a camera at over 70 in a 40 limit, and have had no confirmation in the post! I particularly enjoyed sitting on Dave Cooksey's tail, and even overtaking him once, as he thrilled the vast crowds thronging the course, taking the fabulous C-type to maximum revs up and down the gears. What a thrilling sight and sound, the little car was literally screaming like tearing calico, as Dave slid it round the corners. In what seemed like a flash (actually about an hour) it was all over, and we all retired to various bars to swap yarns. What a thrilling experience - beats racing at Silverstone all ends up! One can only marvel at Nuvolari's lap record of 81.42 m.p.h. - 27 seconds less than his handicap time, and an average speed of 78.65 m.p.h. and Dodson's lap speed of 76 m.p.h. in the unblown NE.



The Saturday was taken up with the Cultra hill climb. This is a very challenging course, with some deceptively fast bends. Carol Cooper will testify to the challenging nature of the hill, as she disappeared off into the woods, fortunately without personal injury, and with only slight damage to the J2. Pete Thelander managed just one climb in the NE, after heroically rebuilding his differential that he broke on the T.T. Commemoration run. Those who lucky enough to see his climb, were thrilled by the sight and sounds of this historic ca,r as it stormed up the hill on full throttle.

All to soon it was all over, and it was time to return to our various homes around the world. None of us will ever forget the sights, sounds and smells of this wonderful week of motoring. Special thanks must go to organiser Mike Wilson and Geoff Rawlings, who made the MMM brigade so welcome at his lovely home. Truly Irish hospitality is second to none.

If you ever get the opportunity to go to a motoring event in Ireland GO - you won't regret it!



Carol Cooper and J2 sandwiched between two Bentleys on the front row of the grid for the three commemorative laps of the Ards TT circuit.

## Triple-M Committee Meeting – 1<sup>st</sup> June

A memo was received from Tony Bugbird, who is trying to set up the club's archive, and is asking all members to contribute copies of historic material to the Archive, so that it may be accessible to all. If copies are not possible, then he is asking anyone with anything appropriate to let him have a note of what is available. Many people have such things as letters from Cecil Kimber to trialists, or documentation records of their car.

There was a discussion about certain cars, and it was pointed out that guarantee plates were etched, and the numbers stamped. The chassis number was engraved.

The events sub-committee needs to look at the events for next year, a provisional booking for Prescott will need to be confirmed (*This has now been done - Ed.*) Also next year is the Luxembourg Triple-M rally in July.

The accounts have been audited and sent to main Club.

Following the abolition of the Centre Reps co-ordinator, reps had been sent a letter, asking them to submit how they see the role of the reps developing. The replies will be consolidated, and the job role finalised at the next committee meeting. There are currently vacancies in the Midlands, Lincolnshire and Devon and Cornwall Centres.

Pat Mullen has now updated his Technical index, after receiving back Infoletters from us. This is available on the North American MMM website on [www.mg2001.com/nammr](http://www.mg2001.com/nammr).

The Yearbook has been printed and well received. A saving of £1300 was made this year, as a result of changing printers. More colour pages are possible next year as we are in the next postage band. There was an increase in the number of advertisers from 15 to 21. If we get an ISBN number, the Yearbook can be sold through specialist book shops., or via the internet (e.g.Amazon).

Mike Linward was in touch with Colin Ayres to sort out the handicapping for our race at Silverstone.

Final details for the 75<sup>th</sup> birthday celebrations for the M-type were discussed, and arrangements for getting the Le Mans M-type to Silverstone proposed.

The new website was nearly up and running and the committee viewed the set-up, and made some comments. (*this is now ready; see later details of how it will be working – Ed.*)

Next meeting will be on 21<sup>st</sup> September. If anyone wants a subject to be discussed, please get in touch with George Eagle, the Secretary.

## VSCC Wiscombe Hill Climb 11<sup>th</sup> May

### **Class 2 – Standard and Modified Sports cars.**

|              |               |              |
|--------------|---------------|--------------|
| 1st Overall  | John Adams    | J4           |
| 1st Handicap | Colin Lambert | 12/12 M-type |

### **Class 9 – Special Sports cars**

|                          |                |            |
|--------------------------|----------------|------------|
| 2 <sup>nd</sup> Handicap | Peter Fenichel | K3 Replica |
|--------------------------|----------------|------------|

## VSCC Cadwell Park 8<sup>th</sup> June

### **Race 2 – Scratch Race**

|                         |          |                |
|-------------------------|----------|----------------|
| 2 <sup>nd</sup> Overall | Tom Dark | Q-type Replica |
|-------------------------|----------|----------------|

### **Race 5 – Handicap**

|                 |                |            |
|-----------------|----------------|------------|
| 2 <sup>nd</sup> | Peter Fenichel | K3 Replica |
|-----------------|----------------|------------|

### **Race10 – Spero & Voiturette Trophy**

|                         |          |                |
|-------------------------|----------|----------------|
| 1 <sup>st</sup> Overall | Tom Dark | Q-type Replica |
|-------------------------|----------|----------------|

## VSCC Donnington Park

21/22 June

### **Race 1 – Scratch Race**

2<sup>nd</sup> Overall + Fastest Lap

Tom Dark

Q-type Replica

### **Race 19 – Scratch Race for Pre-War cars**

2<sup>nd</sup> Overall

Tom Dark

Q-type Replica

Tom Dark is currently lying 2<sup>nd</sup> in the VSCC's Motor Sports Trophy competition, and is the first Triple-M car to have won the Spero Trophy at Cadwell Park since Geoff Coles did it back in the 1960s. So congratulations to Tom for flying the Triple-M flag so successfully.

His car is a copy of Doreen Evans' single seater car, and now he has the majority of the original chassis, the car will be accepted as the Doreen Evans car, when it is built up on the correct chassis

## Walker Freight Services – Kimber Trophy Race

Silverstone, 21<sup>st</sup> June 2003

From Peter Green

Unfortunately, this year the International Silverstone Weekend clashed with three other events that attracted Triple-M cars so the number of entries for the Walker Freight Services – Kimber Trophy Race was reduced to just seventeen cars. As a result, the organisers were forced to amalgamate 'our race' with the T type race. The race took part on the 2.25 mile International circuit, which is liked by Triple-M competitors.

As usual, there was an un-timed practice session on the Friday for each race that was taking part over the weekend; before the Triple-M session started there were dramas, as George Rozwadowski was unable to start his Turner MG single seat race car, and the engine in Dick Last's K3 (K3009) would not turn over when the starter button was pressed (later diagnosed as the engine having hydraulic'd due to the supercharger being full of fuel).

Things were not much better out on the track, as John Seber (driving the ex-Roger Sweet KN single seat race car) had supercharger problems, and Philip Walker had missed a gear in his very quick K3 replica, which caused the engine to go way past its rev limit, resulting in a valve coming into contact with a piston.

Official timed practice took place in dry sunny conditions on Saturday morning. Unfortunately, only fourteen Triple-M cars took part as Philip Walker, John Seber and Dick Last were not able to rectify the previous day's problems - Dick's turned out to be much worse than first thought, when the engine hydraulic'd it bent a con rod to such an extent that it would not even go up the 60mm bore. George Rozwadowski had been able to get his car running on Friday afternoon, the problem being caused by contaminated methanol.

At the end of the practice session, the published times were more or less as expected, George Rozwadowski was the fastest Triple-M car, and fastest in class E (the other three cars in his class all non-started for the reasons mentioned above). Tim Metcalf was fastest in class D, driving Mike Allison's cream and brown supercharged N type race car (Mike was over in Ireland, taking part in the TT's 75 Year Celebrations with his Monte Carlo NA). Class C was headed by Gunther Stamm in his K3 (K3017), but he was complaining that it was getting too hot and losing water.

Unfortunately, classes B and A only had one competitor each, which meant that Oliver Richardson (driving Peter Green's NE) and Andrew Taylor in the Cream Cracker headed their respective classes. Mention must be made that due to the small number of Triple-M entries, Tony Seber was allowed to enter his Wolseley Hornet Special, but was not eligible for any Triple-M awards. For those who do not know this car, it is a very quick 1750cc supercharged special, his best lap was just half a second quicker than George in the Turner MG.

When the cars formed up on the grid for the race, the first three cars were T types, followed by Tony Seber in the Wolseley Hornet Special, and George Rozwadowski in the Turner MG. Further down the grid, K3017 had not taken up its place, Gunther Stamm having decided to scratch, as he thought that the car was not capable of racing the full race distance, since he had not been able to cure its overheating problem; this was unfortunate as it reduced the number of Triple-M cars on the grid to just thirteen.

When the lights went to green, Tony Seber was able to power ahead of the three T types, that were in front of him on the grid, to take the lead, which he held to the chequered flag. All the way down the field there were private battles. George Rozwadowski, the leading Triple-M driver, who was in fifth position at the end of lap 1 was being chased by a TC. He was able to stay ahead of it until lap 5. George finished the race in seventh position, but lead the Triple-M cars home.

Mike Dowley in his very quick P special, got up to tenth place by the end of lap 1, having started in fourteenth position, and was lapping in close company to Tim Metcalfe (N special). The pair were never more than three seconds apart for the whole race, Tim finishing just ahead of Mike.

John Clark, who was having his first race in his recently restored ex-Tom Wisdom Alpine Trial L2, which now has a 1408cc supercharged engine, was able to gain five places on the first lap, in the process getting ahead of John Dutton's blown K2. The two were neck and neck for three laps, until the K2 was able to get ahead on lap 3, a position it held to the end of the race.

Peter Altenbach (J4006), Peter Green (K3011) and Geraint Lewis (supercharged J2 special) spent the whole race in close company, each leading the group at different times. At the end, the K3 was just over a second ahead of the J4, with the J2 special a further 6 seconds behind.

The next group of Triple-M cars consisted of Reed Yates (supercharged N), Colin Alderman (K3014) and Andrew Taylor (PB Cream Cracker). On paper Reid's N type should have been the quickest, as it had a blown 1408cc engine, but unfortunately it had an 'off day', and was overheating. Colin was not 'giving it all, as he was running in a rebuilt engine, which explains why Andrew was able to keep up with both of them. Although Reed was able to get ahead at the start, he soon started to drop back, which meant that

by the end of lap 4 he had been overtaken by both Colin and Andrew, as well as Oliver Richardson, who was driving Peter Green's NE.

Taking up the rear of the field was Gilbert Collins in his J2, which was unfortunately also having an 'off day'. He had to retire, in the pits, at the end of lap 3.

Although the race was run on a scratch basis, there was also a handicap element for the Mary Harris Trophy. Our Competition Secretary, Mike Linward, arranges for an official MSA Handicapper to work out the handicaps, which are based on the practice times, and times from previous events. When the handicap results had been worked out John Dutton (K2) was the winner, 8 seconds ahead of Tim Metcalfe (N), who was 6 seconds ahead of Geraint Lewis (J2).

### Trophy Winners

**Kimber Trophy - for first Triple-M car**  
George Rozwadowski, Turner MG

**Mary Harris Trophy for Winner on Handicap**  
John Dutton, K2

**Don Moore Trophy - for fastest un-blown 4 cylinder car**  
Andrew Taylor, PB Cream Cracker

### Class Winners

|                 |                     |                  |
|-----------------|---------------------|------------------|
| <b>Class A.</b> | Andrew Taylor,      | PB Cream Cracker |
| <b>Class B.</b> | Oliver Richardson,  | NE               |
| <b>Class C.</b> | Peter Green,        | K3               |
| <b>Class D.</b> | Tim Metcalfe,       | NB               |
| <b>Class E.</b> | George Rozwadowski, | Turner MG        |

# A visit to Australia and the Natmeet

From Mike Hawke

Peter Kerr started it all, "Why not come to the next Natmeet? It is in Queensland". Well, why not? Ann and I had last attended a National Meeting in 1995 when it was over in Western Australia and we felt overdue for another dose of MG-ing "down under". Unfortunately Peter had his lines in a twist. The National Meeting in question was in Victoria and he had to drop out (taking law exams or something). He passed the baton to Alistair Clarke who took over magnificently. We started in Western Australia where we were looked after by Graham and Sue Aldous, and Harry and Deidre Pyle, and had even more TC indoctrination, by visiting Mike and Loretta Sherrell. Pre-War MG contacts were renewed, and new ones made. Peter Briggs' K3 was on show at the newly-opened Fremantle Motor Museum (*this is my old K3003, which unfortunately escaped down under – Ed*), and we met Peter there with some of his expansive motor collection. John Hunting's workshop and garage were full of mouth-watering machinery. We saw Zoller blowers in production at Ed Farrar's workshop, and met Allan Tomlinson at Ed's house. It was memorable to meet a real live Australian Grand Prix winner. His mechanic on this historic occasion, Clem Dwyer, who owned J3661 back in 1934, was indisposed and could not be present.

Then across to Queensland to see Pip and Lynne Bucknell. His R-type is looking super. Surely this car will attend the 2004 National Meeting just down the road (in Australian terms) at Warwick, even if Pip is busy with another car, and it contents itself with an appearance in the Concours. I volunteered to be its "minder". We nipped along to see Peter and Maggie, just to check on his health, and stopped off at Rod and Di Hiley's house on the way. K3031's restoration is 99.9% complete, and K3004 is in many pieces next to it. Trainspotting? We saw four of the six K3s in Australia in our travels.

And so to Victoria, where Ann has a good Mothers' Union friend at Kyneton, where we were meant to have ten days of non-MG activity. This included a drive along the Great Ocean Road, an activity, which took us dangerously close to Phillip Island. From



drive in Alistair and Catherine's J2 was "blink twice and you would think it was Barry Foster's *Rat*", an impression which is heightened by the fact that it has about the same patina of usage. With up to 12 lb/sq.in of boost, it has much grunt, and I claim that being only 0.12 seconds astern of the owner in the Speed Event was superb diplomacy. Be cynical if you like, but it made me think about that Shorrock 75 I have on the shelf ..... No, with a Zoller outlet casting recently arrived from Ralph Clarke in Capetown, I should have other blower considerations in mind.

The interesting thing about Australian cars is that many of them are unlike anything you see in Britain. There is Malcolm Robertson's SA Airy Coupe, Walter Magilton's Australian-bodied NA, Harry Hickling's F-Coupe, which is much like a University Motors Coupe but is a product of Australian craftsmen. And Dino Mattea's L-type has some unusual modifications, dating from its early racing days, no doubt. We were delighted to see such cars, which together with Bill Bennett's blown PB, Terry Egan's PB, Andrew Fock's NA, and Doug Keith's NA provided a memorable dice at Winton.



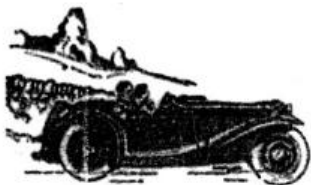
*Harry Hickling's Australian Bodied F-type*

Ann and I would like to thank all those who made such good company during the National Meeting, owners from ZT-T (yes!) to M-type, and in particular Ron and Bev Clydesdale of the MG Car Club of Queensland, who took us into the Queensland Team. Alistair Clarke, who provided the competitive drive. Ed Taylor who let me drive his J3 on the road. Neville Howell who gave me a ride in his K3 Repro. John Hunting likewise in his NE Repro. Harry Pyle and Pip Bucknell, who allowed me to scour their motoring libraries for MG historical data from "down under". Mike Sherrell for the dust covers for Combat, Circuit Dust and Grand Prix, and Ed Taylor (him again) for much research on Australian J3s (believe it or not they have one third of the production run). Watch out for the coming sequel to the K3 Dossier.

Having had five days of intensive MG activity, what did we do? We called in to see Jim and Trish Nilsson, and K3752 on the way to Melbourne Airport. Mad!

## == ROGER F THOMAS ==

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Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

# Triple-M West Country Rally

Sherborne 4<sup>th</sup>-6<sup>th</sup> July

This weekend, based around the Sherborne Hotel, where most people were accommodated, was superbly organised by Alan Grassam and Derek Richards.

Team BP left at 5.30 on Friday afternoon, with the Jarvis M-type leading the Allingham driven by Rosemary, and our ND driven by my son's godfather, Peter Tabb. We ran straight into a traffic jam at Farnham, at the end of the Hog's Back, but once clear, were able to keep up a steady speed of 55-60mph, on the A31 down to Winchester, and from there on to the A30, with good by-passes round Salisbury and Shaftesbury.

We arrived at 8.30 to find everyone else was there, and some had gone out for a meal, while others were patronising the hotel restaurant, which we quickly did, as they were closing the kitchens at 9pm. We had brought down the rally plaques for the event, and the organisers were getting worried because we were so late, and were hoping we hadn't had a problem. After a good meal, and catching up on some friends, we were ready for bed.

Next morning was a good start to the day, and after breakfast, we collected our weekend instructions. Before setting off, we met Carlo Schmidt, and Norbert Welter, who happened to be over here from Luxembourg, and had dropped in to say Hello. We set off on the photo rally to Stourhead, stopping off for coffee at the Stapleton Arms in Buckthorn Weston. Mike Linward and Keith Hall were in a K-type and J2 respectively, without navigators, which made finding the clues somewhat difficult. For this reason Rosemary and I travelled in the Allingham, leaving the M-type behind for Darrell Cocup to collect for the weekend's events.

On leaving the pub, the organisers had arranged for a professional photographer to take shots of the cars, which was a nice touch.

On arriving at Stourhead, we were ushered into a special MG car park, where we had to self judge the cars for the Pride of Ownership. A special lunch was laid on for us in a room specially set aside, and all included in the week-end price of £125 each,

which included the accommodation, as well as the lunches and gala dinner.

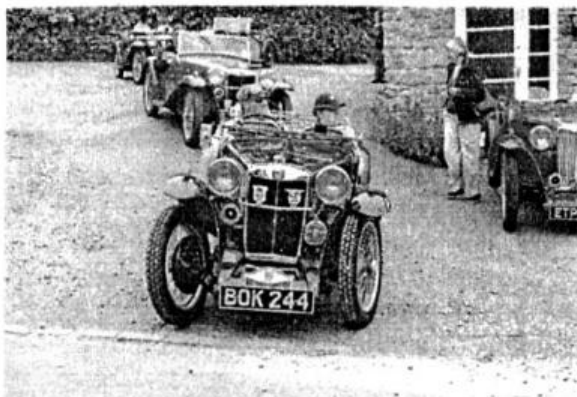
After lunch, we could walk round the gardens, or go into the house itself. We chose to go round the gardens, which were laid out before the days of Capability Brown. Around the lake the pathway took you past grottos and follies, set in wonderful surroundings, where many calendar photographs are taken. The original owner who built it was Mr Hoare, of the bank of the same name.

After nearly two hours we were ready for our cream teas, which we had at the Spread Eagle in the grounds of the estate, through which the public road runs.

Cars left in their own time to return to the hotel, to get ready for the Gala dinner in the hotel. This was very good, and the service excellent, and was rounded off by a speak from Hamish McNinch who told us why he shouldn't be giving a speech! However it was most entertaining, with some new jokes not heard before.

Two cars had succumbed during the day; Ian Coxen's PA had blown its head gasket, while John Haine's M-type was making nasty noises, and would have to go home on a low loader.

Next morning after most people had finished breakfast, the hotel fire alarm went off, so we all had to evacuate, and wait for the local fire brigade to turn up, complete with fire engine and broad local accents. I think it was just a ruse by the receptionist, who liked firemen!!



Keith and Susan Leaver (PB) setting off after the coffee stop, with Paul and Valerie Duncombe (PA) behind

There was a choice of activities for the morning, with the Haynes Motor Museum, Fleet Air Arm Museum, Montacute House, the Bovington Tank Museum or a gentle drive down to Cerne Abbas to see the giant.

Rosemary and I took a lovely rural back route to the Fleet Air Arm Museum at Yeovilton, but only had time to look at the very early planes and Concorde 002, which was the BA development test bed; you could walk through it, and see most of the original test equipment still packed into what is quite a narrow fuselage. But at least we could say we had been on Concorde!!

On the way back we met up with the convoy coming back from the Haynes Motor Museum, and tucked in behind Christian Hoepner, who had come over from Germany and been kindly lent a J2 by Colin Tieche. He has a J2 back home, and was having fun getting the hang of driving a Triple-M car.

Once back at the hotel, Derek Richards was getting us all together on the hotel lawn for a photo shoot. We didn't get everyone there as some had left and others were not back in time, but I counted 24 cars together, which created a fine sight. Our ND's driver was not back, so I managed to coast it down from the car park, to line it up with its sisters!

Lunch followed in the hotel, with Alan Grassam announcing the winners of the competitions. Paul and Valerie Duncombe won the photo rally, with 10 correct photos out of the 12; Keith and Susan Leaver also got 10, but just missed out on the tie-break question. Bill and Jacquie Abbott got 9 correct, as did Keith and Ann Portsmouth. The Pride of Ownership small cam class was won by Bob Hudson's lovely C-type – I have to say that as I am biased! In second place was Ted Hack's D-type, a model you don't see around very often. The large cam class was won by Keith Portsmouth's lovely NA Allingham – I have to say that as I am biased!! Bob Clare's Cresta bodied NB was second, with Peter Hemmings and Keith Leaver tying for third place. It was nice to see together the two cars that I had bought 30 years ago for £78 10s, the Cresta and the Portsmouth's Allingham, now fully restored and being used.

This brought the weekend's events to an end, and most people started their journey home. Our two N-types set off together, leaving the Jarvis M-type with Darrell Cocup, who was going to take it to the Vintage Minor's 75<sup>th</sup> birthday celebrations at Prescott in a fortnight's time.

We had a fast run home covering 95 miles in just under 2<sup>1</sup>/<sub>2</sub> hours, including a petrol stop, which was an average of 38 mph; not bad for a couple of 70 year old cars!

The weekend was enjoyed by everyone we spoke to, and seems to have hit the spot for the sort of event our members want. On behalf of all the entrants, I would like to thank Alan Grassam and Derek Richards, plus their wives, Pauline and Rosemary, for arranging such a great event.

## Concours Results

### Small Cam

|                  |                   |     |         |
|------------------|-------------------|-----|---------|
| 1 <sup>st</sup>  | Bob Hudson        | C/s | JK 1932 |
| 2 <sup>nd</sup>  | Ted Hack          | D   | PO 5751 |
| =3 <sup>rd</sup> | Norman Williams   | F1  | MG 1375 |
| =3 <sup>rd</sup> | Christian Höptner | J2  | AUC 218 |
| =5 <sup>th</sup> | Graham Ash        | J2  | AMB 787 |
| =5 <sup>th</sup> | John Haine        | M   | OY 1548 |

### Large Cam

|                  |                         |              |         |
|------------------|-------------------------|--------------|---------|
| 1 <sup>st</sup>  | Keith Portsmore         | NA Allingham | MG 3548 |
| 2 <sup>nd</sup>  | Bob Clare               | NB Cresta    | MG 4750 |
| =3 <sup>rd</sup> | Peter Hemmings          | KN           | MG 4282 |
| =3 <sup>rd</sup> | Keith Leaver            | PB           | BOK 244 |
| =5 <sup>th</sup> | Bill Abbott             | NB           | JB 6864 |
| =5 <sup>th</sup> | Terry Davies            | PA           | VL 5463 |
| =6 <sup>th</sup> | Nick Dean               | NA           | BPG 7   |
| =6 <sup>th</sup> | Katharine<br>Morland    | L1           | OD 6008 |
| =6 <sup>th</sup> | Gert Jensen             | PA Airline   | TH 6498 |
| =6 <sup>th</sup> | Philip Bayne-<br>Powell | NA Allingham | BYU 271 |
| =6 <sup>th</sup> | Peter Tabb              | ND           | BKL 265 |
| =6 <sup>th</sup> | Peter Down              | PA           | BJO 800 |
| =6 <sup>th</sup> | Mike Linward            | K1           | ADH 360 |

# Triple-M Register Website

From Peter Green

I am pleased to announce that The Triple-M Register website is now up and running, and can be accessed at [www.triple-mregister.org](http://www.triple-mregister.org). I would like to thank Mike Linward and John Reid for their help with design and layout, and Vindos Internet Marketing for completing all the technical bits.

We hope that all Triple-M car owners, wherever they live, will visit and use the website on a regular basis. The website at present only features events and activities from the UK, because that is where we are based. We do not want it to remain like that, so we are seeking world-wide input. Our webmaster, Nick Feakes, is ready and waiting to receive your contributions. He can be contacted through the direct link on the 'Home Page' of the website.

We will list in our 'Events' page events that we hope will prove appealing to Triple-M owners worldwide; we will also publish reports and pictures of Triple-M events, from wherever they took place, in the 'Event Reports' and 'Pictures' pages.

We also have a 'Discussion Forums' page where you can share, with others, any useful Triple-M information and tips you might have, or ask any Triple-M related questions.

If you are thinking of buying or selling a Triple-M car please use our 'Cars for Sale' section for world wide coverage (*it will also be put in this Bulletin as well – Ed.*).

There is a 'Register your Car' section, where you can notify our Registrar of any change of ownership etc. In fact, we would like you to fill in the form, even if your car is on the Register, as it will confirm to us that you are still the owner of the car, and that we have the correct information about it.

The Register's aim is to make the website, and the Bulletin, the two main focal points of Triple-M news and communication between members. The nature of the website is such that it can be readily updated at short notice with all types of Triple-M information from around the world, but that depends on us being given the information in the first place, so please let us have it.

It is our intention to add more pages as and when it is thought necessary, so please let us know what you would like to be added. We would also welcome your comments, and suggestions.

## FUTURE EVENTS

|                           |                         |                |
|---------------------------|-------------------------|----------------|
| 10 <sup>th</sup> August   | Triple-M Driving Tests  | 01372 452133   |
| 10 <sup>th</sup> August   | SW Centre PCT           | 01963 440941   |
| 16 <sup>th</sup> August   | VSCC Colerne Sprint     | 01608 644777   |
| 17 <sup>th</sup> August   | SE Centre Penshurst     | 01689 853635   |
| 17 <sup>th</sup> August   | Snetterton Race Meeting | 01235 555552   |
| 25 <sup>th</sup> August   | Abingdon Works Show     | 01235 529331   |
| 31 <sup>st</sup> August   | Cadwell Park Meeting    | 01235 555552   |
| 12-14 <sup>th</sup> Sept  | MG Register Weekend     | 01526 352903   |
| 13 <sup>th</sup> Sept     | Wiscombe Hill Climb     | 01761 22189312 |
| 28 <sup>th</sup> Sept     | Totally MG Epsom Park   | 01235 555552   |
| 4/5 <sup>th</sup> October | Brands Hatch Meeting    | 01235 555552   |

For your information, the Bulletin is started the month before publishing date. I need all input to me by the third week of that preceding month, at the latest. I then finalise the text ready to start printing the first week of the month of publication. The printing and filling of envelopes takes up the first two weeks of the month, so that you have the Bulletin by the 2<sup>nd</sup>/3<sup>rd</sup> week of the month. I then have a two week respite before it starts all over again. So please help by getting in any articles, reports, tips, spares wanted or for sale early in the preceding month





*The Sherborne weekend - with fire engine joining the Triple-M cars at Sunday morning's call out*  
 Photo: Derek Richards



*Sherborne weekend - morning coffee stop at the Stapleton Arms. Ted Hack is about to leave in his D-type.*  
 Photo: Dick Morbey



*A goodly line up of Triple-M cars at the Stourhead lunch stop on the Sherborne weekend*  
 Photo: Derek Richards



*The Sherborne weekend - organisers Alan Grassam and Derek Richards hamming it up for the press with Alan's Cream Cracker to the left*  
 Photo: Rosemary Richards



*Sherborne weekend - 24 of the entrants lined up on the hotel lawn*  
Photo: Derek Richards

# C.O.T.Y. 2003

## To 31<sup>st</sup> July

| <u>Position</u>   | <u>Register Number</u> | <u>Car</u> | <u>Registration Mark</u> | <u>Driver/s</u>                                       | <u>Points</u> |
|-------------------|------------------------|------------|--------------------------|---|---------------|
| 1 <sup>st</sup>   | 909                    | J2-PA/s    | FW 3909                  | Bill Bennett  | 91            |
| 2 <sup>nd</sup>   | 3                      | J2         | DG 5404                  | Mike Hawke  | 77            |
| =3 <sup>rd</sup>  | 1000                   | PB/s       | JB 7521                  | Ian Williamson<br>Jonathan Williamson<br>John Bayliss | 59            |
| =3 <sup>rd</sup>  | 2175                   | PB         | JB 7524                  | Elizabeth Taylor<br>Sue Alderman<br>Andrew Taylor     | 59            |
| 5 <sup>th</sup>   | 162                    | ND/s       | BKL 265                  | Philip Bayne-Powell<br>Peter Tabb                     | 55            |
| 6 <sup>th</sup>   | 2134                   | K1/s       | MG 3094                  | Peter Fenichel  | 54            |
| 7 <sup>th</sup>   | 691                    | NA All'ham | BYU 271                  | Rosemary Bayne-Powell                                 | 52            |
| 8 <sup>th</sup>   | 317                    | Jarvis M   | GP 1856                  | Annette Bayne-Powell                                  | 49            |
| 9 <sup>th</sup>   | 208                    | J2/s       | CH 0875                  | Ed Taylor   | 43            |
| 10 <sup>th</sup>  | 2195                   | F1         | MG 5054                  | Harry Hinkling  | 42            |
| =11 <sup>th</sup> | 2459                   | PB         | -                        | Terry Egan  | 40            |
| =11 <sup>th</sup> | 1642                   | K3/s       | JB 7531                  | Colin Alderman<br>Peter Green                         | 40            |
| =13 <sup>th</sup> | 1140                   | J2         | JL 753                   | Mike Linward<br>Ian MacKay                            | 39            |
| =13 <sup>th</sup> | 2472                   | L1         | MG 162                   | John Gillett  | 39            |
| =13 <sup>th</sup> | 2482                   | NA         | -                        | Andrew Fock   | 39            |
| =16 <sup>th</sup> | 2794                   | J2/s       | YY 1362                  | Alastair Clarke                                       | 35            |
| =16 <sup>th</sup> | 2481                   | NA         | -                        | Doug Keith  | 35            |
| 18 <sup>th</sup>  | 2381                   | PB/s       | CHO 349                  | Bill Bennett  | 34            |
| 19 <sup>th</sup>  | 258                    | NA         | -                        | Walter Magilton                                       | 33            |
| =20 <sup>th</sup> | 600                    | J2/s       | WJ 7070                  | Ken Robinson  | 32            |
| =20 <sup>th</sup> | 2011                   | K2/s       | -                        | John Dutton   | 32            |
| 22 <sup>nd</sup>  | 1521                   | C/s        | RX 8591                  | Dave Cooksey<br>Oliver Richardson                     | 31            |
| 23 <sup>rd</sup>  | 2782                   | L1         | -                        | Dino Mattea   | 30            |
| =24 <sup>th</sup> | 1804                   | PA         | MG 3848                  | John Reid<br>Alexander Reid                           | 28            |
| =24 <sup>th</sup> | 1647                   | NB         | JB 6864                  | Bill Abbott   | 28            |
| =26 <sup>th</sup> | 1501                   | J2/s       | HY 8219                  | Geraint Lewis   | 27            |
| =26 <sup>th</sup> | 2388                   | M          | -                        | Ian Mawson  | 27            |
| =26 <sup>th</sup> | 664                    | PA         | BLB 209                  | Paul Duncombe   | 27            |
| 29 <sup>th</sup>  | 2769                   | 12/12 Rep  | GG 3340                  | Colin Lambert   | 26            |
| =30 <sup>th</sup> | 148                    | M          | OY 1548                  | John Haime  | 25            |

|                   |      |                 |         |                    |    |
|-------------------|------|-----------------|---------|--------------------|----|
| =30 <sup>th</sup> | 1460 | J2              | AGY 339 | Keith Hall         | 25 |
| =30 <sup>th</sup> | 670  | PA              | BFY 711 | Richard Holl       | 25 |
| =30 <sup>th</sup> | 1171 | NA Allham       | MG 3538 | Keith Portsmore    | 25 |
| =34 <sup>th</sup> | 1081 | J2              | AMB 787 | Graham Ash         | 24 |
| =34 <sup>th</sup> | 212  | NE              | JB 4750 | Peter Green        | 24 |
|                   |      |                 |         | Oliver Richardson  |    |
| =34 <sup>th</sup> | 1208 | PB              | BOK 244 | Keith Leaver       | 24 |
| =37 <sup>th</sup> | 209  | J4/s            | AGP 291 | John Adams         | 22 |
| =37 <sup>th</sup> | 81   | C/s             | JK 1932 | Bob Hudson         | 22 |
| =37 <sup>th</sup> | 1600 | D               | PO 5751 | Ted Hack           | 22 |
| =40 <sup>th</sup> | 1428 | J2              | DG 6142 | Nick Benger        | 21 |
| =40 <sup>th</sup> | 338  | NB              | ADG 886 | Alan Grassam       | 21 |
| =40 <sup>th</sup> | 3294 | J2              | AUC 218 | Christian Höptner  | 21 |
| =40 <sup>th</sup> | 2227 | KN              | MG 4282 | Peter Hemmings     | 21 |
| =44 <sup>th</sup> | 920  | PA/s            | TG 8337 | George Ward        | 20 |
| =44 <sup>th</sup> | 1168 | PB 4str         | MG 4283 | Chris Lewis        | 20 |
|                   |      |                 |         | Elizabeth Lewis    |    |
| =46 <sup>th</sup> | 3072 | PB              | WSJ 159 | Neil Skerratt      | 19 |
| =46 <sup>th</sup> | 1270 | NB Cresta       | MG 4750 | Bob Clare          | 19 |
| 48 <sup>th</sup>  | 158  | PA              | BJO 800 | Peter Down         | 18 |
| =49 <sup>th</sup> | 907  | K1              | ADH 360 | Ian MacKay         | 17 |
|                   |      |                 |         | Mike Linward       |    |
| =49 <sup>th</sup> | 2028 | NB/s            | MG 3694 | Tim Metcalfe       | 17 |
| =49 <sup>th</sup> | 968  | PA              | BU 8079 | Roger Davies       | 17 |
| =49 <sup>th</sup> | 2821 | F1              | MG 1375 | Norman Williams    | 17 |
| 53 <sup>rd</sup>  | 1049 | PB/s            | VH 8637 | Gerald Burridge    | 16 |
| =54 <sup>th</sup> | 749  | PA/s            | MG 3394 | Peter Warne        | 15 |
| =54 <sup>th</sup> | 1533 | PA-PB           | WV 5012 | Dick Morbey        | 15 |
| =54 <sup>th</sup> | 1659 | PA              | VL 5643 | Terry Davies       | 15 |
| =57 <sup>th</sup> | 2141 | PA/s            | RC 3349 | Derek Richards     | 14 |
| =57 <sup>th</sup> | 609  | PB/s            | ARY 614 | Mike Dowley        | 14 |
| =57 <sup>th</sup> | 105  | KN/s            | BFY 658 | Michael Coles      | 14 |
| =60 <sup>th</sup> | 1537 | PA/s            | LV 8989 | Tim Beckh          | 13 |
| =60 <sup>th</sup> | 3272 | J2/s            | APG 718 | Colin Bird         | 13 |
| =60 <sup>th</sup> | 2000 | K3/s            | MG 3570 | Peter Green        | 13 |
|                   |      |                 |         | Andrew Taylor      |    |
| =60 <sup>th</sup> | 949  | L1              | OD 6008 | Katharine Morland  | 13 |
| =60 <sup>th</sup> | 541  | PA Airline      | TH 6498 | Gert Jensen        | 13 |
| =60 <sup>th</sup> | 1475 | NA              | BPG 7   | Nick Dean          | 13 |
| =60 <sup>th</sup> | 1463 | NA/s            | BUU 964 | David Downes       | 13 |
| =60 <sup>th</sup> | 534  | NA              | HH 8103 | Bill Bennett       | 13 |
| =68 <sup>th</sup> | 1888 | NA              | CGJ 295 | Richard Last       | 11 |
| =68 <sup>th</sup> | 3145 | L1 Turner<br>ss | -       | George Rozwadowski | 11 |

|                    |      |         |         |                                      |    |
|--------------------|------|---------|---------|--------------------------------------|----|
| =68 <sup>th</sup>  | 724  | J2      | HS 7065 | Rodney Lambert                       | 11 |
| =71 <sup>st</sup>  | 1367 | PA      | MG 3921 | John Wells                           | 10 |
| =71 <sup>st</sup>  | 2291 | C/s     | JK 2340 | William Ainscough                    | 10 |
| =71 <sup>st</sup>  | 3173 | PB      | APW 774 | David Sherman                        | 10 |
| =74 <sup>th</sup>  | 1699 | J2/s    | MG 2783 | Colin Biles                          | 9  |
| =74 <sup>th</sup>  | 1925 | PA      | BPG 994 | Bob Clare                            | 9  |
| =74 <sup>th</sup>  | 1595 | M       | PG 1045 | Frank Ashley                         | 9  |
| =74 <sup>th</sup>  | 27   | J2-PA/s | DVR 740 | Carol Cooper                         | 9  |
| =74 <sup>th</sup>  | 1    | NA/s    | JB 3852 | Mike Allison                         | 9  |
| =74 <sup>th</sup>  | 1036 | PB      | CXV 671 | John James                           | 9  |
| =74 <sup>th</sup>  | 625  | F1      | OV 9757 | Ewan Harris                          | 9  |
| =74 <sup>th</sup>  | 1591 | J2      | YJ 892  | David Stansbie                       | 9  |
| =82 <sup>nd</sup>  | 348  | M       | VU 4037 | James Mumford                        | 8  |
| =82 <sup>nd</sup>  | 397  | M       | SC 9559 | Alex Peacop                          | 8  |
| =82 <sup>nd</sup>  | 3070 | K3/s tc | MG 2525 | Richard Last                         | 8  |
| =82 <sup>nd</sup>  | 879  | K3/s    | GPJ 820 | Jim Nilsson                          | 8  |
| =82 <sup>nd</sup>  | 180  | L2/s    | MG 2603 | John Clark                           | 8  |
| =87 <sup>th</sup>  | 181  | C/s     | GT 6828 | Robin Gordon                         | 7  |
| =87 <sup>th</sup>  | 391  | J4/s    | KY 4963 | Peter Altenbach                      | 7  |
| =87 <sup>th</sup>  | 1200 | PA/s    | JB 3854 | Alan Grassam                         | 7  |
| =87 <sup>th</sup>  | 1931 | C/s     | VD 30   | Barry Foster<br>Mark Green           | 7  |
| =87 <sup>th</sup>  | 1985 | K3/s    | CS 3009 | Phillippe Douchet                    | 7  |
| =92 <sup>nd</sup>  | 2492 | PA      | WP 6540 | Richard Lee                          | 6  |
| =92 <sup>nd</sup>  | 1571 | NB/s    | JAS 922 | Reed Yates                           | 6  |
| =92 <sup>nd</sup>  | 1278 | F1      | MG 1313 | Ian Goddard                          | 6  |
| =92 <sup>nd</sup>  | 399  | J2      | APG 144 | R. C. Martin                         | 6  |
| =92 <sup>nd</sup>  | 182  | K3/s    | JB 4184 | Michael Windsor-Price<br>Steve Hyett | 6  |
| 97 <sup>th</sup>   | 2430 | PA      | -       | Geoffrey O'Connell                   | 4  |
| =98 <sup>th</sup>  | 3009 | J2      | AGO 497 | Peter Hemmings                       | 3  |
| =98 <sup>th</sup>  | 2074 | PA      | ZA 2026 | Jack Gardner                         | 3  |
| =100 <sup>th</sup> | 941  | M       | UU 3634 | Duncan Lang                          | 2  |
| =100 <sup>th</sup> | 2123 | PA      | MG 3441 | Ron Spinks                           | 2  |
| =100 <sup>th</sup> | 2591 | PA      | MG 3242 | Colin McLachlan                      | 2  |
| =100 <sup>th</sup> | 1870 | PA      | AYY 38  | Malcolm Kirby                        | 2  |
| =100 <sup>th</sup> | 2789 | PA      | VYC 529 | Keith Jackson                        | 2  |
| =100 <sup>th</sup> | 2229 | PA      | JK 4823 | David Stewart                        | 2  |
| =100 <sup>th</sup> | 65   | PA/s    | DPH 228 | Nigel Gibbons                        | 2  |
| =100 <sup>th</sup> | 2703 | PA 4str | MG 3452 | Tony Wild                            | 2  |
| =100 <sup>th</sup> | 1065 | PA      | MG 4440 | Ernie Page                           | 2  |
| =100 <sup>th</sup> | 2692 | J2      | SW 4156 | Brian Galbraith                      | 2  |
| =100 <sup>th</sup> | 1525 | KN/s    | DSV 201 | Patrick Gardner                      | 2  |

|                    |      |      |         |                                |   |
|--------------------|------|------|---------|--------------------------------|---|
| =100 <sup>th</sup> | 1164 | PA   | YSV 703 | Hamish McNinch<br>Fred Boothby | 2 |
| =112 <sup>th</sup> | 1976 | J2/s | JF 5278 | Gilbert Collins                | 1 |
| =112 <sup>th</sup> | 782  | PA   | ABP 497 | Ian Coxen                      | 1 |

## SLADE TROPHY 2003

### To 31<sup>st</sup> July

| <u>Position</u>   | <u>Car/s</u> | <u>Driver/s</u>   | <u>Points</u> |
|-------------------|--------------|-------------------|---------------|
| 1 <sup>st</sup>   | J2-<br>PA/s  | Bill Bennett      | 32            |
| =2 <sup>nd</sup>  | PB/s         | Ian Williamson    | 14            |
| =2 <sup>nd</sup>  | PA           | John Wells        | 14            |
| 4 <sup>th</sup>   | J2/s         | Colin Biles       | 13            |
| 5 <sup>th</sup>   | PB/s         | Gerald<br>Burrige | 12            |
| 6 <sup>th</sup>   | J2/s         | Colin Bird        | 11            |
| 7 <sup>th</sup>   | PA/s         | Tim Beckh         | 10            |
| 8 <sup>th</sup>   | PB/s         | John Bayliss      | 9             |
| 9 <sup>th</sup>   | PA/s         | Peter Warne       | 8             |
| 10 <sup>th</sup>  | J2           | Nick Benger       | 7             |
| 11 <sup>th</sup>  | PA/s         | George Ward       | 6             |
| 12 <sup>th</sup>  | J2           | Mike Linward      | 5             |
| 13 <sup>th</sup>  | J2           | Graham Ash        | 3             |
| 14 <sup>th</sup>  | J2           | Peter<br>Hemmings | 2             |
| =15 <sup>th</sup> | J2/s         | Ken Robinson      | 1             |
| =15 <sup>th</sup> | PA           | Derek<br>Richards | 1             |
| =15 <sup>th</sup> | PA           | John Reid         | 1             |
| =15 <sup>th</sup> | PB           | Neil Skerratt     | 1             |
| =15 <sup>th</sup> | PA/s         | Nigel Gibbons     | 1             |

**SPEED CHAMPIONSHIP 2003**  
**To 31<sup>st</sup> July**

| <u>Position</u>   | <u>Car/s</u> | <u>Driver/s</u>  | <u>Points</u> |
|-------------------|--------------|------------------|---------------|
| 1 <sup>st</sup>   | K3/s         | Peter Green      | 30            |
| 2 <sup>nd</sup>   | K3/s         | Colin Alderman   | 22            |
| 3 <sup>rd</sup>   | PB           | Elizabeth Taylor | 15            |
| 4 <sup>th</sup>   | K2/s         | John Dutton      | 14            |
| 5 <sup>th</sup>   | NB/s         | Tim Metcalfe     | 13            |
| 6 <sup>th</sup>   | J2/s         | Geraint Lewis    | 12            |
| 7 <sup>th</sup>   | PB           | Andrew Taylor    | 11            |
| 8 <sup>th</sup>   | PB/s         | Mike Dowley      | 10            |
| =9 <sup>th</sup>  | J4/s         | Peter Altenbach  | 9             |
| =9 <sup>th</sup>  | 12/12        | Colin Lambert    | 9             |
|                   | Rep          |                  |               |
| =11 <sup>th</sup> | L2/s         | John Clark       | 8             |
| =11 <sup>th</sup> | PB           | Sue Alderman     | 8             |
| =11 <sup>th</sup> | NA,          | Richard Last     | 8             |
|                   | K3/s tc      |                  |               |
| 14 <sup>th</sup>  | J2           | Mike Hawke       | 7             |
| =15 <sup>th</sup> | NB/s         | Reed Yates       | 5             |
| =15 <sup>th</sup> | NE           | Oliver           | 5             |
|                   |              | Richardson       |               |
| =15 <sup>th</sup> | L/s ss       | George           | 5             |
|                   |              | Rozwadowski      |               |
| =15 <sup>th</sup> | PB/s ss      | Ed Gibbard       | 5             |

**Great Idea – a SHOCKERS Result**  
**from Ed Taylor**

As always, the latest edition of our Year Book is a great read, and always full of little bits of information you had not heard before.

One of these (for me) was in Bob Clare's article on the restoration of his Cresta NA ... "dry shock absorber discs, boil in SAE90 for 4 hours ... it worked well on the P type".

Exactly what I wanted, because I had been thinking recently, either I am getting older. or the J type is decidedly more bumpy on the roads these days. So why not give it a go. On removing the wooden discs from all 4 shockers (all original with nice little "Andre" logos still evident), I found many that were indeed quite dry. So into the pot and the garage smelt rather different, to say the least, for an afternoon.

Next day, with all cooled down, and oil drained I commenced to re assemble the discs from whence they came, but with no luck, they would not fit! Upon closer inspection, my nice newly impregnated discs were no longer circular, but were slightly elliptical in shape, having grown in one dimension and shrunk in the other.

As is always the case, I am now only two days away from wanting to use the car. This is our big event, the Pre War MG Register against the might of the VSCC, in their 24 hour team trial. So into the spares box. I found I had another 4 even drier discs, and was about to machine the originals back to a smaller, but circular shape, when I found a grease proof paper package with a full set of reproduction discs. I must have bought these over 30 years ago, before I commenced restoration of the shockers. So in they went.

Well, have I grown older or was it the dry shockers? After 200 miles on Day trial section of the event plus travelling to Philip Island and back (another 200 nearly), the answer is they were DRY! The original, far more comfortable ride has returned. Unfortunately our rally results were not as encouraging.

I will now attempt to resurrect the oval discs by some small machining, and they should be good for next time.

Long Live the J-Type

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# Review

**"Mr MG" by Peter Thornley.**

From Tony Bugbird

(The biography of John Thornley by Peter Thornley.) Available from Kimber House at £14.99 for 248 pages with 56 illustrations.

Despite the possibly contentious title, this is a book for MG cognoscenti wanting to know more of the life, and times of those people in the UK, Europe and USA, whose lives were inextricably linked to the MG factory at Abingdon. It provides a privileged insight to people many of us will have met, but never really got to know.

It follows the lifelong involvement of John Thornley, his family, colleagues and friends, from his being gifted an M Type, founding the MG Car Club, becoming employed by Cecil Kimber, his career to Director and General Manager, retirement, expulsion of the Club from the works, and it's near demise, and ultimately the extraordinary closing of the factory.

The author's personal picture of John Thornley is supported by both family, and factory correspondence, and gives a quite extraordinary detailed, and enthralling portrait of the man who drove the MG Car Company for those golden years of the MMM, T and MGB/C models.

This time it is a book about people, against the background of the cars, which took me just five hours to read from start to finish!

*(I would advise readers to skip the first chapter, as it spoils the rest of the read – Ed.)*

## **All about MG**

An exhibition at the County Hall, Market Place, Abingdon, has brought together original photographs, models and memorabilia to show the workplace, the social life and the men of MG, as well as the racing, rallying and record breaking exploits of our favourite car company.

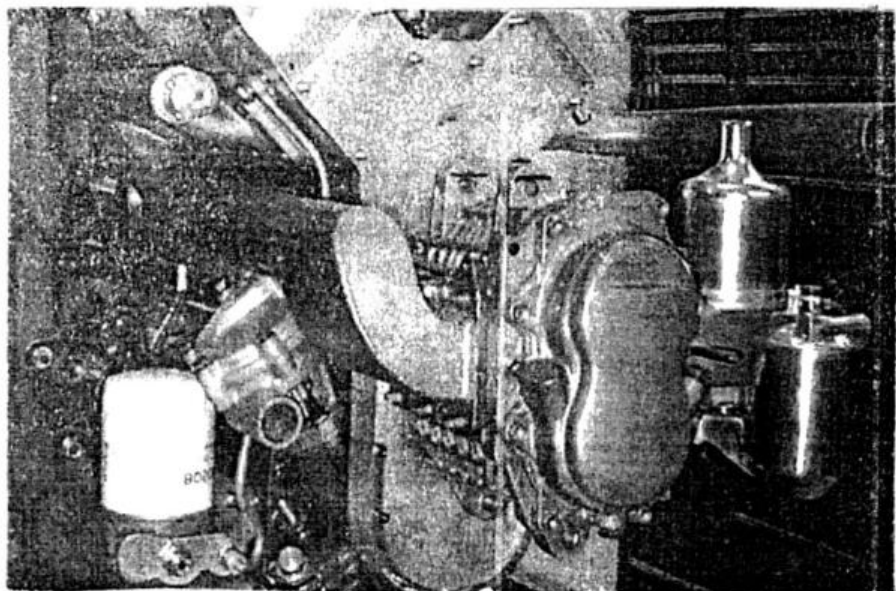
The exhibition is open daily from 10.30am to 4pm, and finishes on September 14<sup>th</sup>. So don't delay.

## So What Have We Here?

Your roving reporter came across this engine recently. In fact he helped manoeuvre it around a crowded workshop, so had a goog look at some of its prominent features. Avid readers of recent Triple-M Yearbooks, will have seen it before, but may not have noticed some of its unusual features.

First, it is a twin-cam P-type, but not one o the original R-type engines from 1936. Nor is it destined for an R-type. The blower looks to be a Roots type, driven off the nose of the crankshaft, but the exhaust system is fitted back to front, This might imply that it is intended to fit the engine back to front in the car; i.e. it is driving the front wheels from a normal front position, or driving the back wheels from a position BEHIND the back axle (as in the Porsche 911). Maybe this is why the water pump is driven from what would normally be the distributor position.

The power developed is said to be **PRODIGOUS!!**  
Watch this space!



## Geoff Mansfield's Sportsman's Coupe M-type

Chassis No. CM 2981

Date Registered:- 8<sup>th</sup> June 1931

This car was found by Mr Bill Cattermole in 1971, in a factory yard, covered in rubbish. He was given it free of charge, and loaded it onto a lorry to take it to his pub, the Pack Horse Hotel, Deansgate in Manchester. The present owner heard of it in 1976, and tried to buy the car, as he had set his heart on getting hold of one of these quaint cars. However, Bill was then not interested in selling.

He fully intended to restore it; but later, deteriorating health, and a heart attack, convinced him he was not going to be able to restore it. The Geoff went round with the suggested £500 in notes to conclude the purchase. When he saw the car, it was very dilapidated, with the headlamps, wings and other bits in a heap in a corner. It also had a Ford engine. The deal was nearly done, when a phone call from another enthusiast, said he would offer £25 more than any other offer. This clinched the deal, and the car slipped through Geoff's fingers. John Hewitt was the other buyer. Geoff returned home that evening very dejected.

In June 1998, Geoff saw an advert in a copy of Safety Fast, which a TD owning friend left after a visit, for a Sportsman's Coupe for sale in Zurich, Switzerland. The advert said it was "restored to pristine condition, and one of only two known cars in the world". (*The other car was the ex-Dave Cooksey/ Gerry Goguen car, that has now has a new owner. A third car has just been finished by Mike Allison for an American customer. A fourth car is mid restoration with Peter Lyne. A replica is currently being put together in Essex – Ed.*)

The car had been restored over many years, by Rudi Werenfels, a Swissair pilot. Rudi had bought the car from Barry Bone, who had bought the car from John Hewitt. So it turned out to be the same car, seen all those years ago back in Manchester, but now fully restored.

Geoff and his wife went to Zurich to see the car, which had been beautifully restored, and every detail recorded. The car was expensive, but as another one was unlikely to turn up again, Geoff agreed to buy it.

The car was delivered on December 21<sup>st</sup> by a giant transporter, and a little bit of England had come home.

# A Tale of Chassis Numbers and Log Books - By Allan Scott

In 1967, I crashed my J2 at Brands Hatch. The impact was hard enough to damage the fuel tank, and hence I reasoned the chassis. MGs have no diagonal cross bracing.

Your Editor was holding a garage sale, and I was relieved to find a stack of chassis. The top one was straight, and with axles cost £17 10s. there was a visitor from Sweden driving an F1, also after a J2 chassis. (Note the coincidence later). As it turned out my original J2 chassis was not bent. The almost new chassis was stored in a lock up and forgotten. Well not quite. Sometime later a buff log book arrived from Nigel Musselwhite. I put it away. We then moved house, and the J2 came too, becoming a wall ornament. There it remained until 1993.

In the meantime the TA came home to roost in 1973. I submitted both log books for the T and J-types to the Brighton DVLA, which they eventually sorted out, holding them in my name. I realised whilst this was going on, that my chassis was actually J2068, not 2773 as in the log book. I notified the Triple-M Register; apparently J2068 was registered APB 69.

Rebuilding cars is addictive, and suffering withdrawal symptoms, after completing the TA, and an excess of New Year resolution, I set to, clearing the garage of 24 years of accumulated MG surplus.

The J2 thought this was a fine game, and after 25 years neglect, left off the wall and pinned me to the floor; 110lbs across my chest was painful and difficult to remove. However, the result of the clearance produced 90% of a complete J2. What a squirrel!

All the parts that had ceased to function during my 6 years of racing J2s were there. It needed a new body, but there were several original panels, where I had used lightened parts in competition. Some needed simple repairs, while some were only patters.

At first progress was rapid, but obtaining missing parts? My goodness how prices had risen; rarity value too. I was delighted to find the car had a trials history. At the Rodborough Trials reunion, Motor sport's Bill Boddy mentioned that it had appeared in an article about the cars of Michael Collier.

I obtained a copy of the chassis file from Abingdon, which confirmed it. The 2002 target was to be MG Silverstone, so I better do something about the registration. I had entered into correspondence with Mike Hawke over a completely different car. This led to unravelling the confusing history of my race car. Mike is encyclopaedic in his knowledge of J2s. He asked why was my car registered with the Register as J2068, when APB 69 was J2773? I went straight out to the garage, scraped the paint away from the front dumb iron, and found it was J2068. He said that J2773 was alive and well and living in Sweden (see earlier link). Furthermore he gave me the correct original registration number OY 3817.

So back to the chassis files at Abingdon, check with Croydon DVLA that the new number was available. They sent me by return of post the re-registration documents, V765, V55/5. The MGCC are vetting agents for the DVLA, and for a fee of £15, will process your claim. John Innes has the finest set of records at his disposal.

The more information you provide, the stronger will be your claim; eg 1) The V5; 2) Original delivery note; 3) Known history; 4) V765; V55/5; 6) Cheque to MGCC for £15; 7) Photo of completed car. Yes it does work as I now have my V5.

## IMPORTANT MMM NEWS

It has come to our notice that many of you, and certainly many new MMM owners, are not aware that we once again have a NEW spares service. Already our inventory is over 1600 new MMM parts with more being added every month. This is of course coupled to our long established service of original and rare items both s/hand and restored. So between all the services you could probably obtain most, or all, of your needs.

Please fax us a list of your requirements, without obligation, to obtain an up-to-the-minute quote. With our new low pricing policy, where possible, we're doing our best to offer a valuable service.

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 Nickel plated 'Nesthill' pig-tail hose clips.....£10.80 ea  
 Pre-war flywheel ring-gears.....£289.50 ea  
 Perfect diagonal brass weave chrome radiator meshes...£158  
 New brass/chrome MG radiator shells.....£On quote  
 8:43/8:41/8:39 c/wheel & pinion sets, 6 bolts/8 bolts.....£365 set

M type door locks/strikers.....£88 pr.  
 J/F/K aerofoil wing stays.....£160 pr.  
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# YOUR LETTERS

## From Klaus Falldorf

Hello Philip,

Thank you for putting my MG J2 on the front page of the Triple-M Register Bulletin. The information to my MG J2 is that the car is in front of a Junkers JU52. (*I knew I'd get the plane's details wrong. I'll stick to Triple-M models in future—Ed.*) The foto was taken by Hergen Deuter.

Octagonally

## From David Stansbie

Dear Phil,

I've just received my first copy of the Bulletin, and wish I'd made the effort to ask for it before. Thank you so much for going to the effort of producing what looks, at first acquaintance, to be a big improvement on Infoletter, good though that was at the time.

I'm sorry to have missed your 'toe/heeling' comments, but interested to read the replies. In the mid 80s, I fitted my chrome bumper GT with the later style accelerator pedal, and have now transferred it to my V8. This makes it easy to use the ball of the foot to brake and the heel to D.D.clutch, as I do on the family Citroen.

I have to confess it is far too long since I drove my PA, but I recall using a similar 'rolling foot' action to that described by Chris Lewis. Whether that was hindered, or aided by the previous owner, who had bent the brake pedal to the right, to avoid kicking the steering column with his size 12s, I don't know! I have a replacement straight pedal now.

What a difference colour pics make - however, in the interests of historical accuracy, the Fokker seems to have landed upside-down!

The Tri-motor, as with most Fokker airliners, had a high wing, and this gem is in fact a Junkers Ju 52 3m. The type was used pre-war by Lufthansa, as here, by SABENA and various other European companies. It was also used by the clandestine Luftwaffe, as a bomber/transport, including service on the Nationalist side in Spain. During the war it pulled gliders, dropped paratroops, as over Crete, re-supplied Stalingrad etc. etc. Perhaps the most unlikely use of a few was by our own BEA after the war. (*this goes to show what a knowledgeable lot we have out there - Ed.*)

Please accept my apologies for coming in at 'half-time' and immediately starting to nit pick. I won't make a habit of it. I don't know enough!

All the best, octagonally.

## From Paul Duncombe

Dear Philip

The account of Mike Linward's fractured king pin reminded me of a serious incident with my PA. During a general inspection for oil leaks (or should that be "of oil leaks"! ) and other matters, possibly requiring attention, I discovered that one of the steering ball joint fixings (with the parallel fitting) could be moved up and down by about a sixteenth of an inch. It needed an extra washer below the nut to stop the nut bottoming on the thread, before the joint was clamped up tight. An easy thing to do, and it was, but as with all split pinned joints I needed to file the nut, so as to get the torque right, and at the same time align the slots in the nut with the split pin hole ( as we all know, this avoids overstressing the nut, and shank, to force it into alignment). I got to the point where the split pin was within a tad of going in, so I thought I would just nip up the

nut a fraction more - and, as the saying goes, it came off in my hand. Snapped like a carrot is a very meaningful expression.

The implication quickly dawned that this could have happened on the road, so I removed all the other ball pins and gave them a quick metallurgical examination. This proved to be very revealing. The one which had broken had a very hard shank, and soft ball, the fracture surface showed it had failed in a brittle manner, another was of similar condition, yet another was fully hard throughout and, you won't believe this, another was fully soft throughout. The fifth was ok, apparently. Of course, the balls should have a hard surface to resist wear; but overall, being a steering component, these items should be tough, ie whilst perhaps deforming under excessive loads, they should not exhibit a brittle fracture capability.

I immediately ordered new ones and put two of the failed ones in a bag in my door pocket - I'll be happy to show them off if asked. My car history showed that these parts were supplied approximately 21 years ago, and yes, maybe I should have just junked them during the major rebuild after purchase (the cost would have been peanuts compared to the thousands actually spent), but I couldn't help wondering if there are/were any more lurking out there on other cars waiting to cause a problem.

Yours sincerely

## From Robin Gordon

Dear Phil,

Yet again, congratulations on producing the high quality Bulletin, which is so enjoyable and eagerly looked forward to. I thought the following experience I had with my C-type may be of interest to other readers.

I first de-commissioned the car in 1999, although the only mileage I did was at events, where it was taken on a trailer,



e.g. Vintage Montlhery, MG Silverstone etc. At that time leaded petrol was still available, so that was used, having previously thoroughly swilled out the tank after its long sojourn in various garages.

The following two years it was used in a similar manner for a very limited mileage. Finally in 2002, it was ready for the road, but I still did only a few miles. As leaded was no longer available, and in view of the low mileage, and relatively low loading, I used LRP fuel, on which it ran as well as with the leaded petrol.

During the winter of 2002/3, I started to experience problems with the SU pumps; on one pump the diaphragm perished, admittedly an old unit, and then after replacing it, the valves gummed up. This happened with both pumps, and it seemed at shorter and shorter intervals, until it was only the day after cleaning the valves and running the engine.

Eventually, I conclude that the "old" petrol, mainly LRP, from last year was deteriorating, and causing the pump valves to be coated with a type of gum or varnish, only removed by careful cleaning with metal polish.

I drained the tank, refilled with unleaded, plus lead additive, and put in a fuel stabiliser. That seems to have done the trick, and I am keeping my fingers crossed that the trouble does not reoccur. Incidentally, I have heard since that a similar thing happens with lawn mowers, which are left for the winter with fuel in the tank and carburettor.

Yours sincerely

PPS What do we think of the pessimistic tale in the T-type Newsletter in May's Safety Fast? Has anyone had problems with solder being attacked in their fuel systems? *(Yes, this happened on my ND, where the solder from the bottom tank connections had actually dissolved and blocked the lower, reserve outlet pipe. Also I have heard of the solder on carburettor float bowls disintegrating, so causing the bowl to flood - Ed.)*

## **From Mike Hawke** (to Larry Long, but of interest to many)

Dear Larry,

In December 1953, Motor Sport published a letter from Gustav L.A.Giers, a PB owner in Stockholm. In it he deplored the new MG models, which had just been announced, the TF and Z Magnette, maintaining that the PB was the last real MG.

This brought a huge deluge of correspondence, one letter being from H.J.Sales of New Malden, Surrey, who signed himself "Secretary Magnette Register".

From time to time I have tried to find out more about the Magnette Register. When were they formed? How many members did they have? What did they do? (*apart from producing tips as indicated by the article by Michael Jacobsen in the last Bulletin – Ed.*). When did they fade away?

The answer to the last question must be "before 1961", for they gave no twitch of interest when Mike Allison started the Triple-M Register.

In the June Bulletin, Michael Jacobsen says his dad belonged, and we learn much. They started in 1952, and issued a Newsletter, which contained technical tips, What else can you tell us about them please? (*or anyone else out there – Ed.*) this is a piece of ohc MG history, which ought to be recorded:

Yours sincerely

PS Your J3733 crossed the Atlantic in the "Queen Mary". She returned in the "Queen Elizabeth".

## **From Neil Skerratt**

Hello Philip

Patsy and I are away from this weekend and were going to return early to attend the Silverstone weekend. Unfortunately, however, Molly has discarded most of the white metal in the centre bearing, so she is with Auntie Len, and we shall stay on in Southern France looking for a possible second home. We hope, however, that she will be back on the road by September (although much

depends on the willingness of the WM engineers to proceed quickly) and so we still intend to book in for the Retro.

I have given our Silverstone tickets (including for the dinner) to Len, and hope that he and Gerry will attend. She has, however, not been well recently, and has just had her gall bladder removed. Hopefully you will see them but if not there are other possible candidates who might not otherwise have attended.

We are booked in to Sherborne at the beginning of July, and may still attend if only as tyre kickers and mutterers. A MMMless summer is simply not to be considered.

I spent a fascinating day yesterday at Len's dismantling Molly's engine, and generally learning which bits can safely be hit with a hammer, and which cannot. I shall be collecting a Phoenix crank from Peter Green on return from holiday, and so am beginning to wonder how much difference a little blower might make. Heigh Ho!

Very best wishes to Rosemary and your very good self.

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## From John Goodacre

Dear Phil,

On the Question of heel and toe braking, on the single seater P-type, I have a central throttle, the clutch pedal is on the left-hand side of the clutch pit, and the brake pedal is in the normal position.

This gives a body which can be the width of the chassis, without the need for a bulge in the bodywork for the throttle. The seat is on top of the prop shaft tunnel. The gear change can be as normal or turned 90 degrees anticlockwise.

With a longer and lower throttle pedal, hinged in the normal position vertically, but extended to allow the heel to operate the throttle, whilst the top of the foot brakes, this is the ideal arrangement for a single-seater, but I would suggest that the rolling of the foot, or a lowered pad to be blip[ed] by one's heel, is the best solution for a standard car.

I would venture to suggest that the heel on the brake pedal is the wrong approach. If any budding single-seater builder requires any information, I would be glad to oblige.

Regards

## Tips And Hints

If anyone has a two-seater P-type, registration ED9646, Terry Harrison (Tel. 01925 261833) has some pre-war photos and information for the current owner.

Dave Davis was changing the input shaft bearing on a Wolseley type gearbox. It is retained by a nut with a **left-hand** thread, which explains why he had so much trouble undoing the nut!!

Dave was also checking the tracking on his M-type and he recons the track, measured tyre centre to tyre centre is 3ft 8<sup>1</sup>/<sub>2</sub> ins, rather than the 3ft 6ins in Blower!!

When dismantling an M-type gearbox recently, (to use the input shaft for lining up the C-type double plate clutch) I realised that the clutch cross shaft with the withdrawal forks has to be got out of the bell housing first, to enable the front bearing housing casting to be removed. The shaft runs in bronze bushes in the ali casting. These have to be removed, by first undoing the locating peg bolt, and driving out the bush from inside. I had trouble with getting these off the end of the cross shaft. The end was belled out by previous people driving the shaft in, or else purposely doing this after everything was in place. I had to file down the belled end, taking care not to reduce the correct shaft diameter. Once this was done it all went easily. The input shaft itself can be driven out forwards, after taking off the top of the gearbox, and removing the front bearing housing, after removing the cross shaft as above, without having to dismantle any more of the gearbox.

## SPARES FOR SALE

**Bill Bennett. ([bennettbil@aol.com](mailto:bennettbil@aol.com) Tel No. 01454 313221)** has for sale:-

Dunlop Gold Seal tyres size 4.75 / 500 – 18, tread almost new, in good order. £25 each. 1 Dunlop Gold Seal remould tyre size 4.75 / 500 – 18, tread almost new, £20.

**David Brown (Charmwood, Marley Lane, Battle, East Sussex, TN33 0RE Tel No. 014214 870336)** has for sale:-

P-type 2-star diff complete, £160; 2 half shafts, £10 each; P-type undertray, £35; J-type rear hub bearing carriers, £15 each; oil filter housing with gauze strainer, copper pipe, and mounting bracket, (*sounds like M-type – Ed*) £30.

**David Stansbie** on **01179227006** or  **david.stansbie@bristol.ac.uk** (Bristol) has a J2 Engine, front main bearing housing, front cover plate; prop shaft. Shorrock C75B supercharger, requires complete rebuild. Offers on above please.

**Colin D. Wallace, (Simmonds Cottage, 2, Queen's Road, Upper Hale, Farnham, Surrey, GU9 0HP.Tel. 01252.6890415)** has for sale:-

19" side laced complete wheels, 1 with broken spokes, some rusty. £40

**Your editor (Tel 01483 811428)** has a pair of N-type rear wings for sale, in reasonable condition; £75. Also two brackets that support the rear of P/N-type bonnet valences, £8.

## **WANTED**

**Bob Hudson (228Shinfield Rd, Reading. RG2 7DU. Tel.01189869074,e-mail robert.hudson34@btinternet.com)** Needs an M type (Adamant) steering box complete and restorable; P type parts :- Stub axles, Rear axle casing, All Instruments except speedometer, Trunnion carriers for front springs, 506 Rear shock absorbers, Door locks. Tank straps

**Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU Tel. 01344 424258 or 01344 425364 in evenings)** wants a J2 chassis, preferably rolling with radiator, bulkhead supports and front wing supports. Engine and gearbox not essential at this stage.

Also Wanted are reporters to provide write ups of any events that they have been to, to let your fellow Triple-mers know what has been going on in the Triple-M World. It is often good to read about an event, even if one couldn't attend (a good example is the ARDs TT 75<sup>th</sup> birthday celebrations, which clashed with our Silverstone event). There is a lot going on out there which doesn't get mentioned, and we would like to see it in the Bulletin. Try to get the final results which the organisers usually print out.



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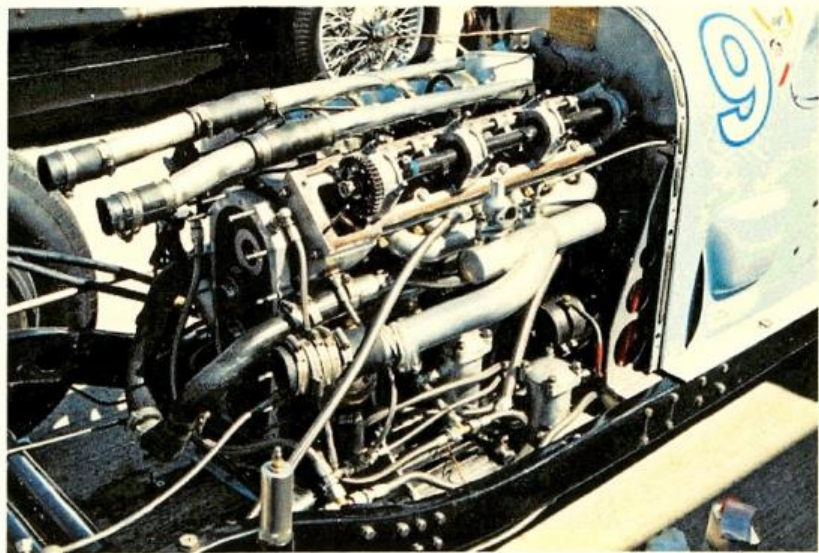
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*Mike Hawke down under with Alistair Clarke, his C-type replica and his pre-55 trophy at the Australia Natmeet*

Photo: A. Hawke



*The twin cam engine exposed at Silverstone in Richard Last's ex-Parnell K3*

Photo: Dick Morbey



*Cars lined up at Stormont, Northern Ireland at start of 75th Anniversary of Ards TT Races*

Photo: D. Richards



*Ards TT 75th Birthday: Pauline Grassam and Rosemary Richards with the Richards' PA lined up for the demonstration laps at the old circuit*

Photo: D. Richards